

QUESTION OF SHIP FLAGS

Latest Phase of Island Law in the House.

NASTY ACTION OF OWNERS

Bennington to Take Wake Island
Senator Morgan's Good Work.
Outside Manila.

REGISTRATION OF SHIPS.

WASHINGTON, Dec. 23.—Many efforts by Pacific coast men are being made to have changed the date in the Hawaiian bill which makes effective all changes of the sovereignty of the republic before the time of the raising of the flag. One of the protests which has come to Senator Perkins sets forth that there were purchases and put under the flag of the Republic of Hawaii several ships, which, if the date of the American supremacy is made July 7th, when the President signed the resolution, instead of August 12th, when the flag was raised, will be without any flag. These purchases are said to have been made between those dates, and made in good faith.

There is another point which is to be taken up in this relation. Under the bill of the committee there are named three sub-ports of entry which will be opened when the bill becomes a law. These are not the only ports which are now in receipt of business—that is, there is coming to other ports of the group such an amount of commerce that there should be extended to ships there all the accommodations which the sub-ports give. It is proposed by Senator Perkins that there be given to the Secretary of the Treasury power to name such sub-ports of entry as may be deemed necessary in the future, and this will accomplish the ends aimed to be reached by the men of the coast who are now shipping and clearing cargoes from those parts of the islands which are not included in the bill as reported. There is said to be in the bill an attempt to make all the commerce of the islands pay tribute to Honolulu.

TACOMA, Wash., Dec. 23.—The Hawaiian flag today displaced the British ensign on the flagstaff of the ship Star of Russia. The vessel is owned by the San Francisco firm of J. J. Moore & Co., who have supposedly adopted the Hawaiian flag with the expectation of getting the ship under American colors with the application of American shipping regulations to Hawaii. J. J. Moore & Co. are changing all their foreign-built vessels to Hawaiian registry as fast as possible. Several weeks ago their bark, Enterprise, substituted the Hawaiian for the Chilean flag at this port. About the same time a similar change was made on one of their vessels loading at Port Blakeley. The ship Star of France, owned by Moore & Co., is en route from Santa Rosalia. It is believed that her registry will be changed from British to Hawaiian upon her arrival here. Arrangements for raising the Hawaiian flag on Moore & Co.'s fleet have been conducted by D. F. Ewart of the firm's San Francisco office. He was present today when First Officer Griffith manned the Star of Russia's halliards, hauling down the British colors and running up the Hawaiian.

TO TAKE WAKE ISLAND.

NEW YORK, Dec. 23.—A San special from Washington says: The mail steamer which will sail from San Francisco for Hongkong tomorrow will carry instructions to Commander E. D. Taussig of the gunboat Bennington, now at Honolulu. Commander Taussig will be intrusted with the important and interesting duty of seizing an island in the Pacific ocean and placing American authority over it. If his instructions are carried out, Wake Island, a detached and lonely speck in that marine area known as Micronesia, will formally become a possession of the United States, and thus form another link in the insular chain connecting the American continent with the newly acquired Far Eastern territory embraced in the Philippine archipelago.

The proposal to acquire Wake Island has been under consideration ever since the Spanish Peace Commissioners in Paris declined the offer of the American Commissioners to purchase an island in the Caroline Islands to be used as a cable and naval coaling station.

It is anything but a pleasant place of residence, but its geographical situation is such that it affords a natural relay point for a submarine cable between the United States and the Philippines by way of Honolulu, and the island of Guam, in the Ladrones, and Wake Island is right in a direct line between the Hawaiian Islands and the Ladrones, and in that has the advantage of location for a cable station over Strong's Island, in the Carolines. It is distant about 1,200 miles from the Ladrones and 2,100 miles from Hawaii.

No international complications are feared as a result of the annexation of Wake Island. It has been practically a vagrant in Micronesia ever since its existence became known. In inquiries made by this Government to ascertain its history, the gratifying discovery was made that the United States had a better title to the island than any other nation. The orders to the Bennington contemplate her departure from Honolulu as soon as possible after the orders to go by tomorrow's steamer are received.

The orders direct Commander Taussig to stop at Wake Island on his way to Guam. It is expected that the Ben-

nington will be ready to proceed on her mission within a week after the orders of the Navy Department are received. It will take her about eight days to make the voyage from Honolulu to Wake Island.

LONDON ON CANAL.

LONDON, Dec. 24.—The question of the Clayton-Bulwer treaty is freely discussed in the morning papers. The Daily News and the Daily Chronicle published editorials asserting that Lord Salisbury "ought to get some concession in return for consenting to abrogation."

REFINED SUGAR FIGHT.

CHICAGO, Dec. 23.—At the Western headquarters of Arbuckle Brothers today a cut in the price of refined sugar was announced. Quotations of 5.14 cents per pound were made to retail dealers direct, jobbers being ignored as in yesterday's cut. This is about three-sixteenths of a cent below the American Sugar Refining Company's price. The reduction in prices made by the Arbuckles has not been met by the trust.

THE YOUNGER HERO.

The short war with Spain added to the American list of naval heroes two names that will hold place on the scroll pretty well to the end of time. The first is that of Admiral George Dewey. For him let all noises loudly peal. He opened the war, he closed the war, he



LIEUT. R. P. HOBSON.
U. S. N.

never missed a meal. Since warfare on the water began no man has succeeded in gaining for his record such an achievement as has been put to the credit of Admiral Dewey for the demolition of the Spanish fleet at Manila May 1.

The second hero is Lieut. Richmond Pearson Hobson, who is aboard the S. S. Gaelic, en route to Manila to undertake the floating of Spanish ships sunk by Dewey. Lieut. Hobson was in the construction department. He was before Santiago on special duty while Cervera's fleet was bottled up in the harbor. Hobson thought out the plan of sinking a vessel in a narrow point of the entrance and thus effectually "corking the bottle." For originating the idea he was given the assignment. He took the collier Merrimac, with a small volunteer crew and in a maelstrom of shot and shell carried out his plan. All escaped on a raft from the Merrimac and were under the fire of forts and ships half an hour before they surrendered to Admiral Cervera in person. They were imprisoned, released and rewarded by their country.

Lieut. Hobson has had a triumphant journey over the continent, being greeted everywhere with unbounded enthusiasm. His trip to San Francisco was one series of ovations. The young hero now in Honolulu is a tall, slight man of handsome appearance, of pleasing manner. He is modest, in both expression and demeanor. On board the Gaelic Lieut. Hobson said his mission was well understood and that he was ambitious only to accomplish it and to take the resurrected fleet back to the States. He will be at Manila several months. Mention of the killings to which Lieut. Hobson has been subjected by hysterical females at different towns is distasteful to the officer. He will be shown not a little attention while in Honolulu and may possibly be induced to make an address under the auspices of a well known society.

BOSTON AND PETREL.

MANILA, P. I., Dec. 23.—The United States cruiser Boston and the gunboat Petrel have arrived here from Chinese ports. The steamer Union, which has returned here from Iloilo, with native and Spanish soldiers, has been refused a landing here.

"I take pleasure in recommending Chamberlain's Colic, Cholera and Diarrhoea Remedy to all who suffer from pains in the stomach," says Mr. Milt McKinley, editor of the Rawson (Ohio) Herald. "Until I used this remedy it was, at times, impossible for me to be in my office, owing to attacks lasting from one to two days. By taking it as soon as the first symptoms of the attack are felt, I no longer suffer this unpleasant sickness." For sale by all druggists and dealers. Benson, Smith & Co., Ltd., agents for H. I.

MR. JAS. R. RENTON

Manager of the Hamakua Mill Company Dead.

HIS ILLNESS A BRIEF ONE

One of the Prominent Kamaainas of Hawaii Nei—Young in Years.

James Robert Renton, manager of Hamakua Mill, Hawaii, died at that place on Tuesday morning last at 5 o'clock. The said news reached Honolulu by the Inter-Island Company's steamer Mauna Loa yesterday morning. The intelligence had been telephoned from Hamakua Mill to Kailua. Word was received in Honolulu by Theo. H. Davies & Co., Tom May and others, and a letter came to Manager Geo. Renton, of Ewa plantation, a brother of deceased.

Announcement of this death comes as a genuine shock for the reason that exactly a week prior to his demise, Jas. R. Renton left this city for his Hawaii home and was in excellent health in every way and in his customary good spirits. He had been visiting here with friends and relatives for a fortnight.

The illness of Mr. Renton was of but a few days duration and its nature is not positively known. Several of the passengers by the Mauna Loa said that they heard an attack of apoplexy brought on the end. Another report was that there was an old intestinal trouble. The latter is probably correct.

James Robert Renton was one of the best known residents of the group and was esteemed highly by all for his integrity and his many many qualities. Those who were close to him by kinship or association will long and sincerely mourn his taking off in the prime of life. He had already made a success which was due entirely. By the plantation men he was considered one of the ablest managers in the business and those in his employ and those doing business with him always spoke of him with appreciation of his fairness and sense of justice and right. He was a Mason of the thirty-second degree.

Deep sorrow came into the life of Jas. R. Renton just a year ago to a week. His wife had gone abroad on a trip for the benefit of her failing health. As the months sped by tidings of her condition became alarming and the husband crossed 2,000 miles of the Pacific, the American continent and the Atlantic ocean to be at the bedside of his ailing loved one. Two days after Mr. Renton reached his wife in England, she died. He felt the loss with a keenness that was apparent and painful.

As a boy Mr. Renton attended school in Honolulu. He was said to have been the brightest scholar of his day in the academy conducted by Mr. A. T. Atkinson in the years gone. As a lad deceased, with his continuous good humor, was a general favorite. James Robert Renton was 33 years of age on July 4 last. He had been manager for the Hamakua Mill Co. for sixteen years. Before that he had been on the cane estates of his father in Kohala, which place may be called the family home. Such was the popularity of deceased in Kohala district, that all holiday celebrations announced were postponed indefinitely on the fact of his death becoming public. The remains were brought to Kohala for interment.

Mr. Renton was a true friend of the Hawaiians. He had strong sympathies for the islanders and gave all within reach practical assistance. He was not a son of the country. He was born in Australia and brought here when a small child.

MORGAN'S GREAT FIGHT.

WASHINGTON, (D. C.), Dec. 23.—The advocates of the building of the Nicaragua canal are taking heart in face of the opposition of many Senators to the Morgan bill, and it is now believed that there will be action in the upper house before the close of the month of January. It is rumored tonight that the Administration will make the bill an Administration measure, and will so secure action before the peace treaty can be reported to the Senate from the Committee on Foreign Relations.

The plan of Senator Morgan to hold meetings of his committee during the recess and examine into any attempt to influence the action of Congress on the part of any lobby, presumably of railroad men, has not yet borne fruit, and there is some doubt whether there will be any meetings held.

It is the belief that the action of Senator Morgan was taken as a strong bluff, and that he has been able to scare off any men who might hope to delay action on the bill.

PROSPERITY ARRIVED.

NEW YORK, Dec. 23.—More business is being done now by merchants and manufacturers in the United States than at any previous time in the history of the country. When the accounts for December are made out it will be seen that the total volume of business for the month was bigger than that for any month of any other year.

FIRST NEW YORK.

DENVER, Dec. 23.—The Denver and Rio Grande train bearing Companies H. K. and M. of the First New York Volunteers, left Salida, 216 miles west of here, at 7 o'clock tonight, expecting to arrive in Denver between 1 and 3 o'clock a. m.

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Our complete stock of 150 stoves, ranging in price from \$11 to \$72—with another 150 now on the way, comprises the following:

- MERIT JEWEL RANGE.
1 size, 4 styles, with Water Coil.
- EMPIRE JEWEL RANGE.
1 size, 3 styles, with Water Coil;
1 size, 1 style, with or without Water Coil.
- CITY JEWEL RANGE.
2 sizes, 3 styles with or without Water Coil, and with or without Hot Water Reservoir.
- WELCOME JEWEL STOVE.
2 sizes, with or without Reservoir.
- MODERN JEWEL STOVE.
3 sizes, with or without Reservoir.
- MESQUITE JEWEL STOVE.
2 sizes: No. 7 and No. 8.

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